



H Street NW Bus Priority

May 2021



WE ARE WASHINGTON
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Today's Meeting

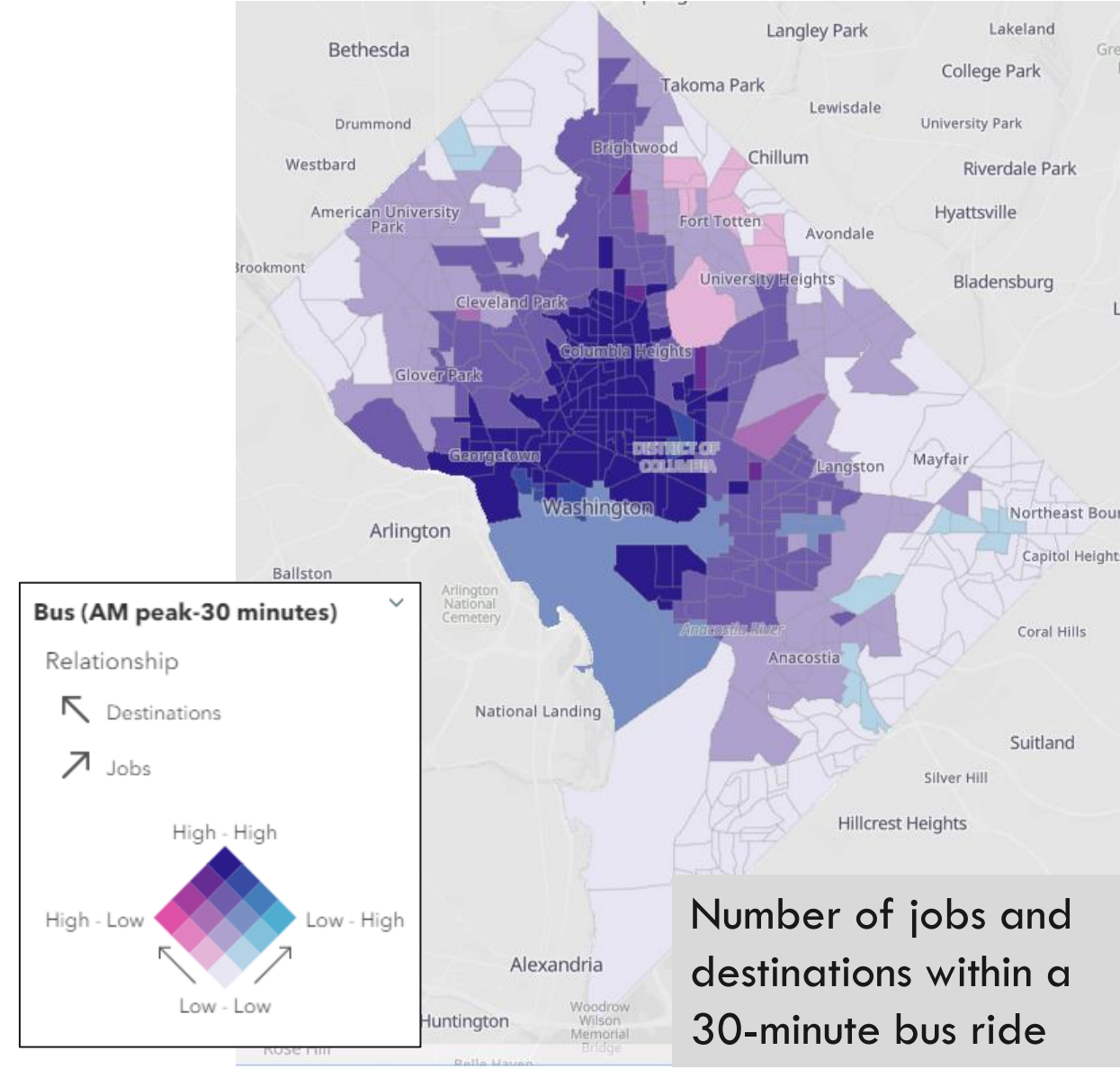
- Purpose
 - Provide an overview of the Bus Priority Program and the H Street NW project
 - Solicit feedback on existing conditions and needs
- Agenda
 - Background
 - H Street NW Bus Priority project
 - How to provide feedback
 - Discussion



BACKGROUND

Transportation Equity

- DDOT is committed to elevating and advancing transportation equity to ensure public investments in transportation justly benefit all residents, visitors and commuters.
- Investing in transit facilities will improve equity in accessibility of where residents need to go.



moveDC 2021 Update Snapshot

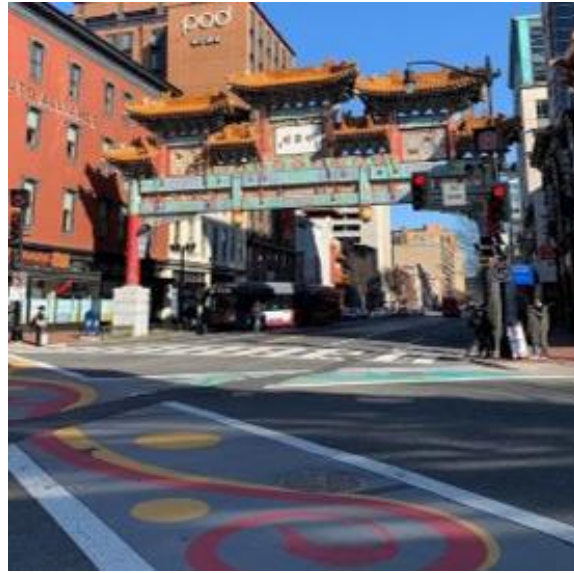
The District will achieve 75% of all commute trips by non-auto modes by 2032

BUS



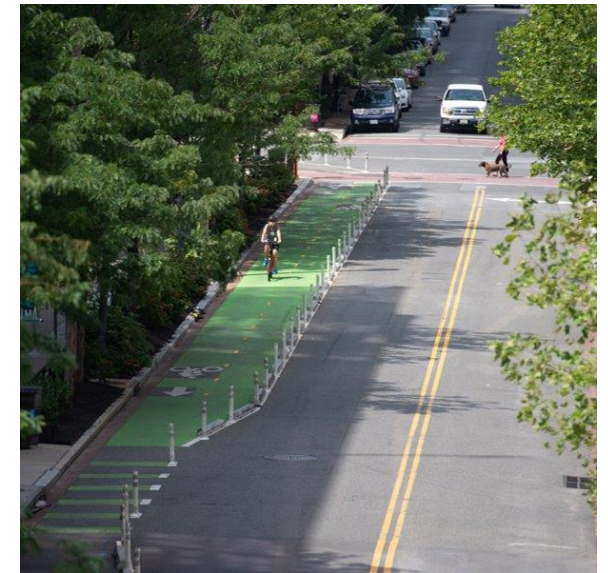
DDOT is committed to improving **bus speeds and reliability**

WALK



DDOT is committed improving economic equity and accessibility through safe, efficient, **integrated transit** options

& BIKE



DDOT is committed to integrating and expanding the **bicycle and pedestrian network**

Bus Priority Vision

- Improve bus speeds and reliability for riders across all eight wards of the District
- Faster and more reliable transit provides better access to more jobs and opportunity
 - During the COVID-19 pandemic, Metrobus ridership has consistently been two to three times higher than Metrorail ridership*
- Almost half of District Metrobus riders make under \$30,000 per year and two thirds live in zero-car households**
- Improve the **entire rider experience**, including:
 - Pedestrian improvements to ensure bus stop accessibility
 - Bus lanes to reduce congestion delay
 - Transit signal priority and queue jumps to address signal delay

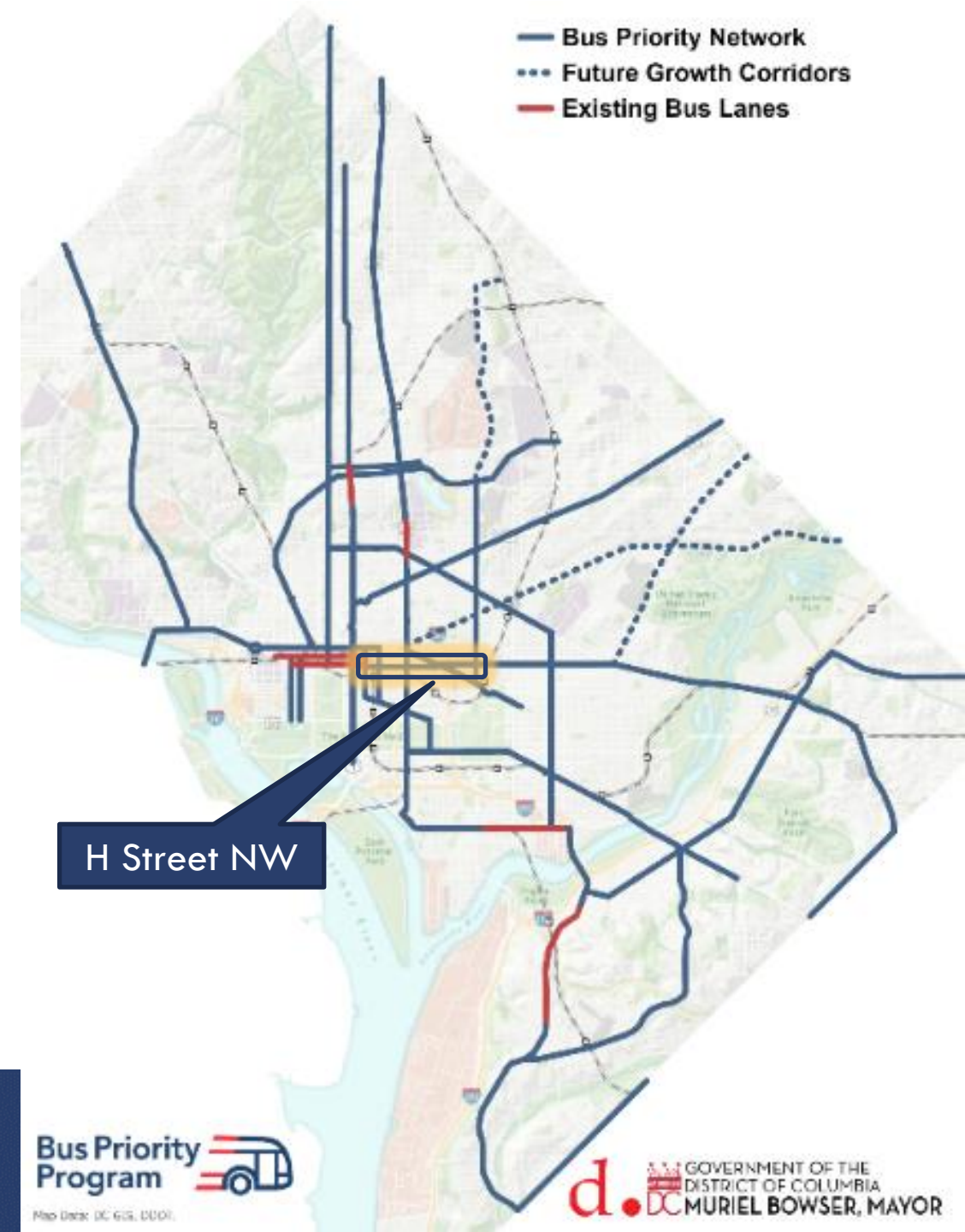


*<https://www.wmata.com/service/covid19/Covid-19-Public-Information.cfm>

**2018 WMATA Metrobus rider survey

Bus Priority Network

- Made up of corridors spanning 70 miles across all eight wards of the District
 - Identifies where future improvements are needed to make transit faster and more reliable along the District's busiest bus routes
 - Serves over **120 Metrobus and 5 Circulator routes** for at least a portion of their route (fall 2019 routing)
- 63% of District residents and 79% of jobs are within 1/4 mile of a bus priority corridor

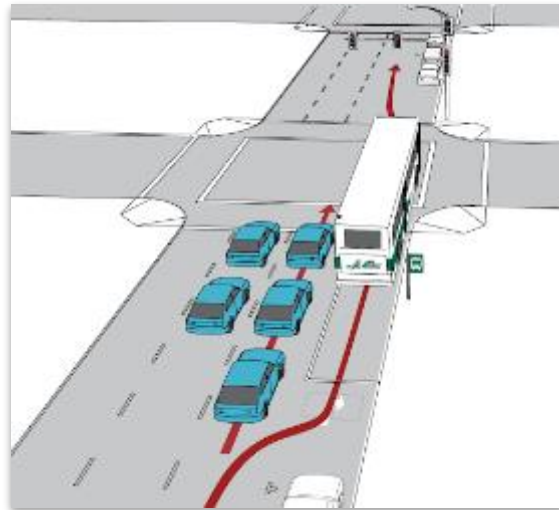


Flexible and Context-Sensitive Planning

- DDOT will identify the tools to improve bus speeds and reliability within the neighborhood context and specific project needs
- DDOT's Bus Priority Program Toolbox includes over 20 treatments to improve bus operations including:



Bus lanes to reduce congestion delay



Queue jumps to allow buses to get to the front of the line



Bulb-outs to allow buses to board from the travel lane and provide more space for passengers to wait



Transit signal priority to give buses more green time

H STREET NW BUS PRIORITY PROJECT

Draft Goals

Transit

- Improve bus speeds and reliability
- Improve pedestrian access to transit

Safety

- Improve safety for all users

Access

- Address curbside access needs

Project Approach

Assess existing conditions and needs

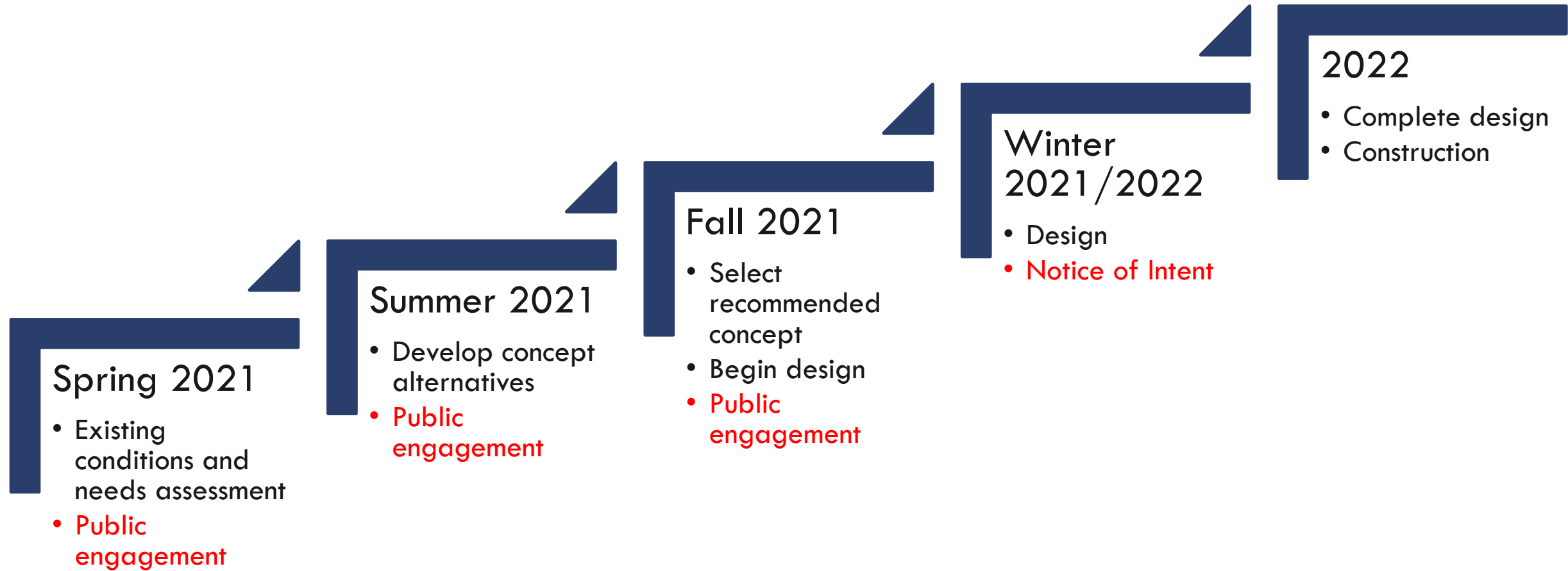
- Sources of delay and reliability issues for transit
- Access to bus stops
- Safety concerns
- Other multimodal needs along the corridor, including curbside access

Use the Bus Priority Toolbox to identify possible improvements

Collaborate with other DDOT teams to incorporate safety and multimodal improvements

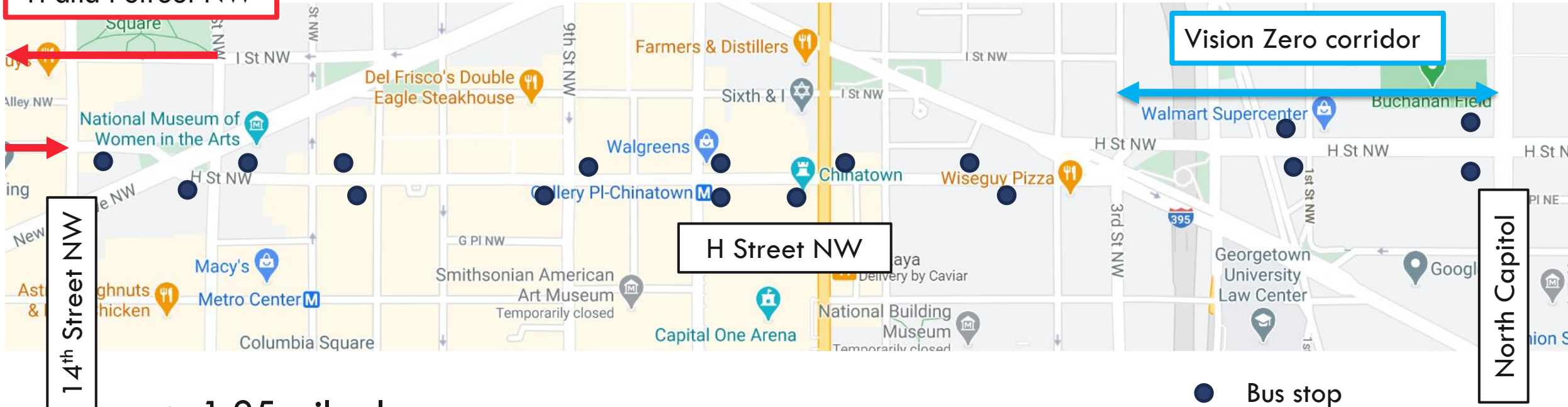
Improvements will be within the existing curb-to-curb street width to facilitate faster project delivery

Anticipated Timeline



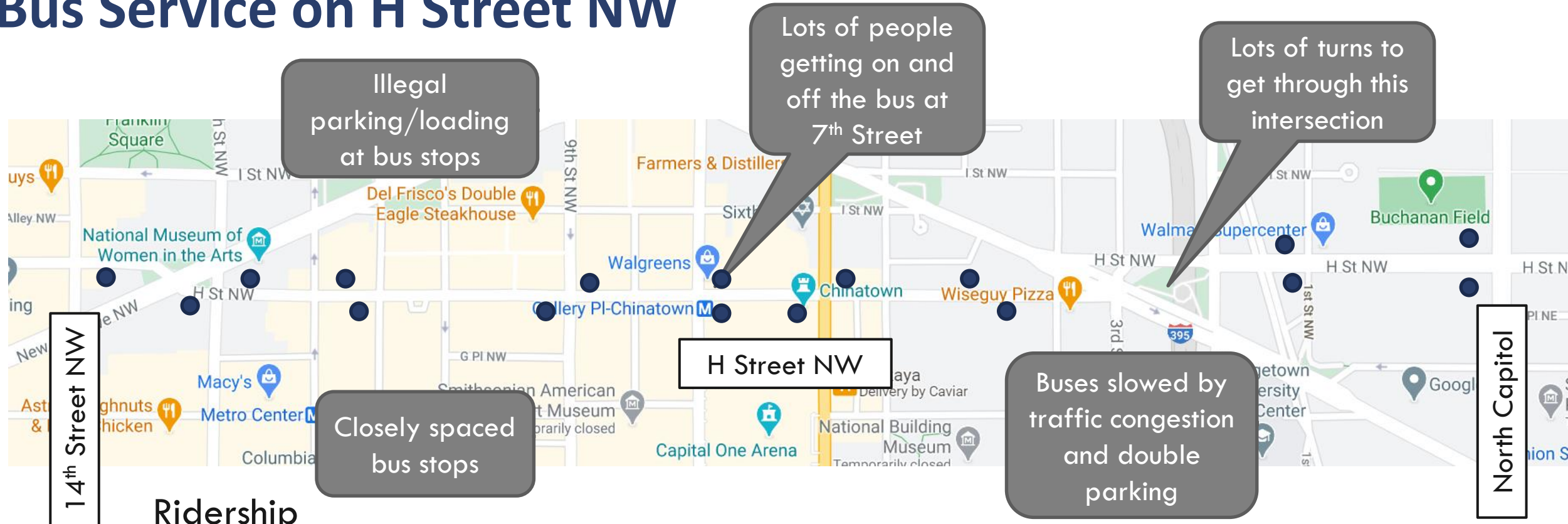
Project Area

Existing bus lanes on
H and I Street NW



- 1.25 miles long
- Truck and bus through route
- On-street loading and pick-up drop-off demand

Bus Service on H Street NW



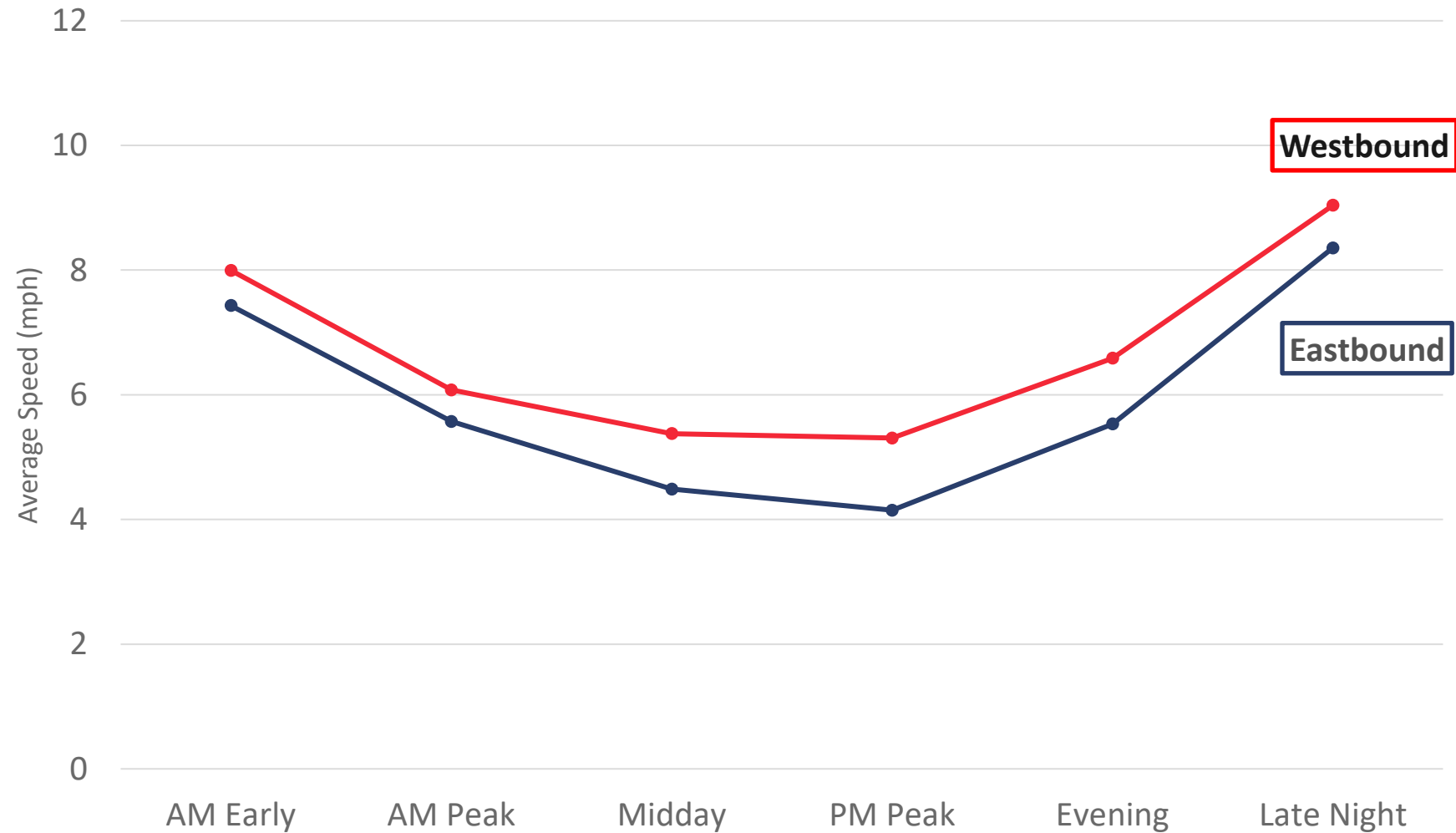
Ridership

- 80, X2, X9, 42, 43, G8, S2, 63, P6 = 35,000 average daily riders along entire route (2019)
- X2, X9 are third highest ridership during COVID-19 pandemic (Sept. 2019)

Slow bus speeds in the AM peak, midday, and PM peak (2019)

X2 Bus Speeds

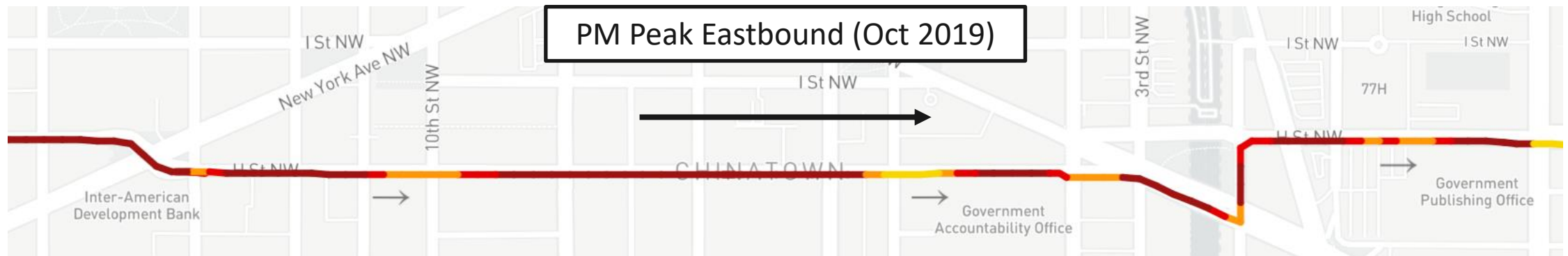
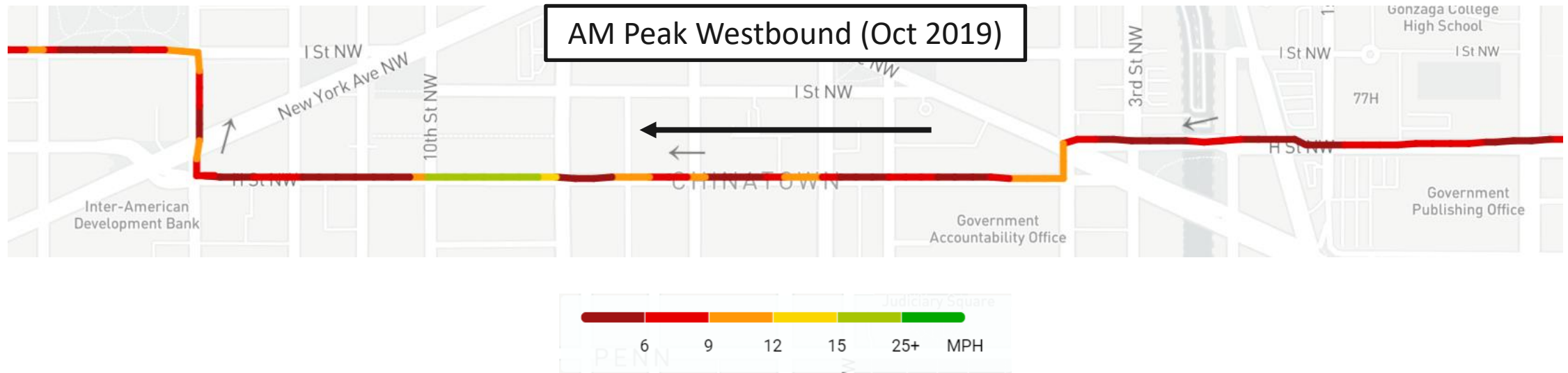
X2 October 2019 Weekday Average Speeds
between North Capitol and 13th/14th Streets NW



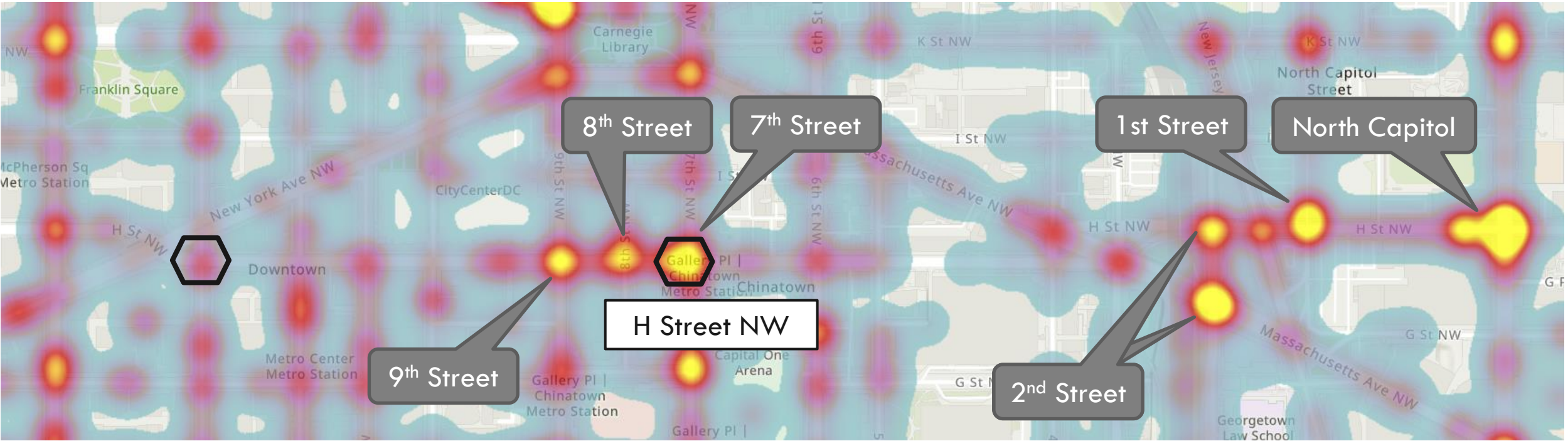
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X2 Bus Speeds

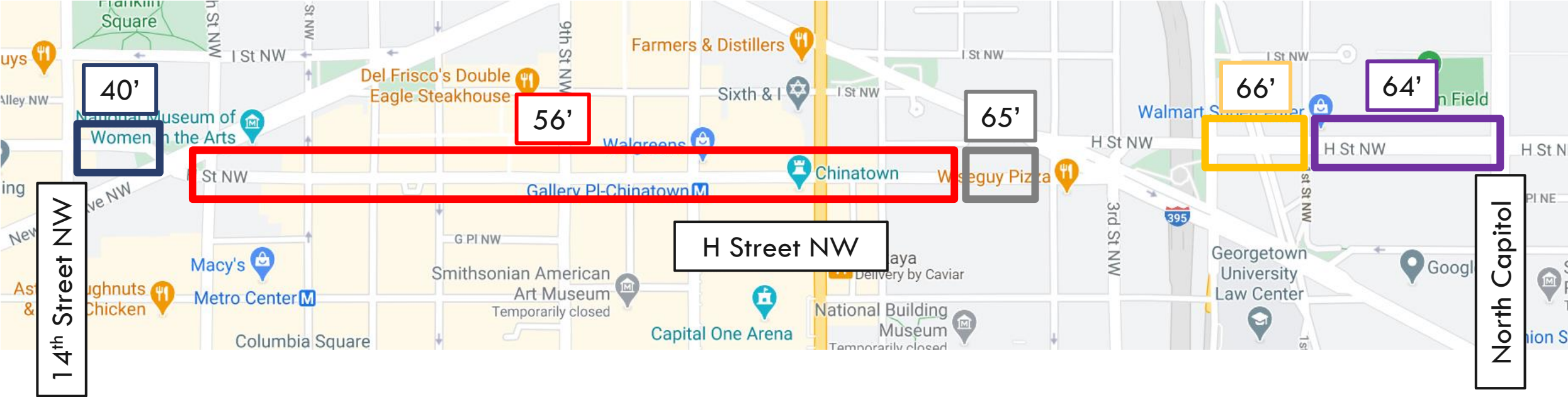


Crashes (2010 – Current)



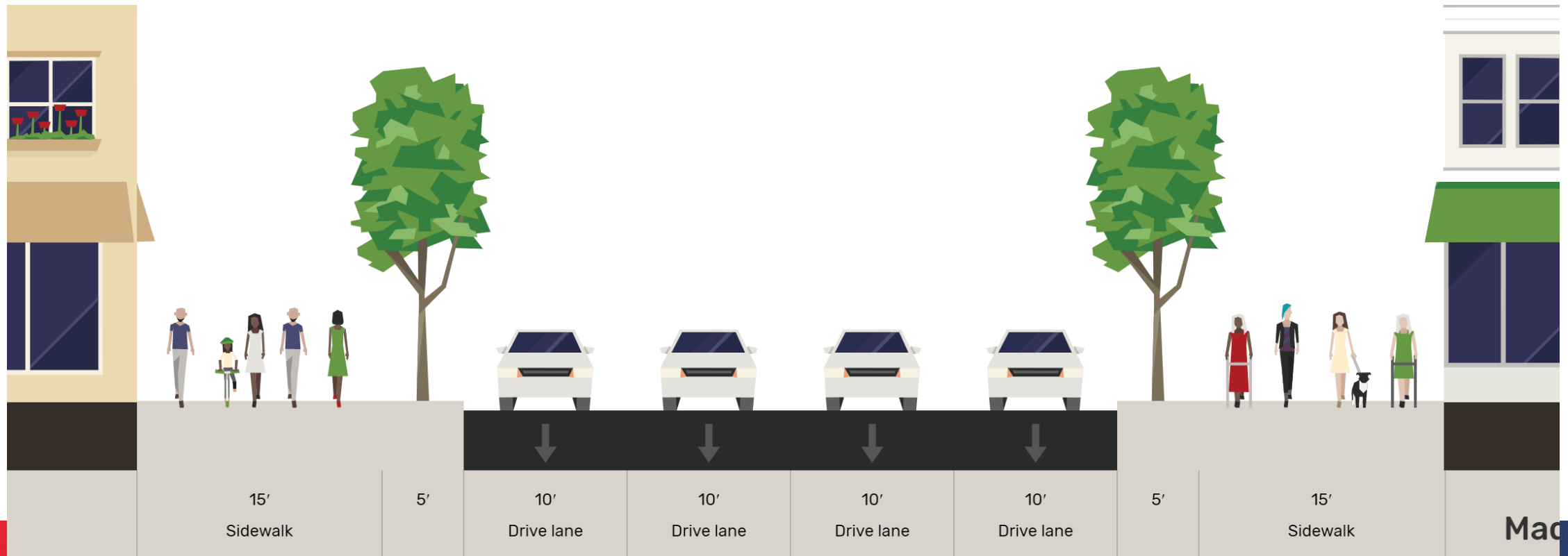
 Metrobus top 10 crash location

Project Area Curb-to-Curb Widths



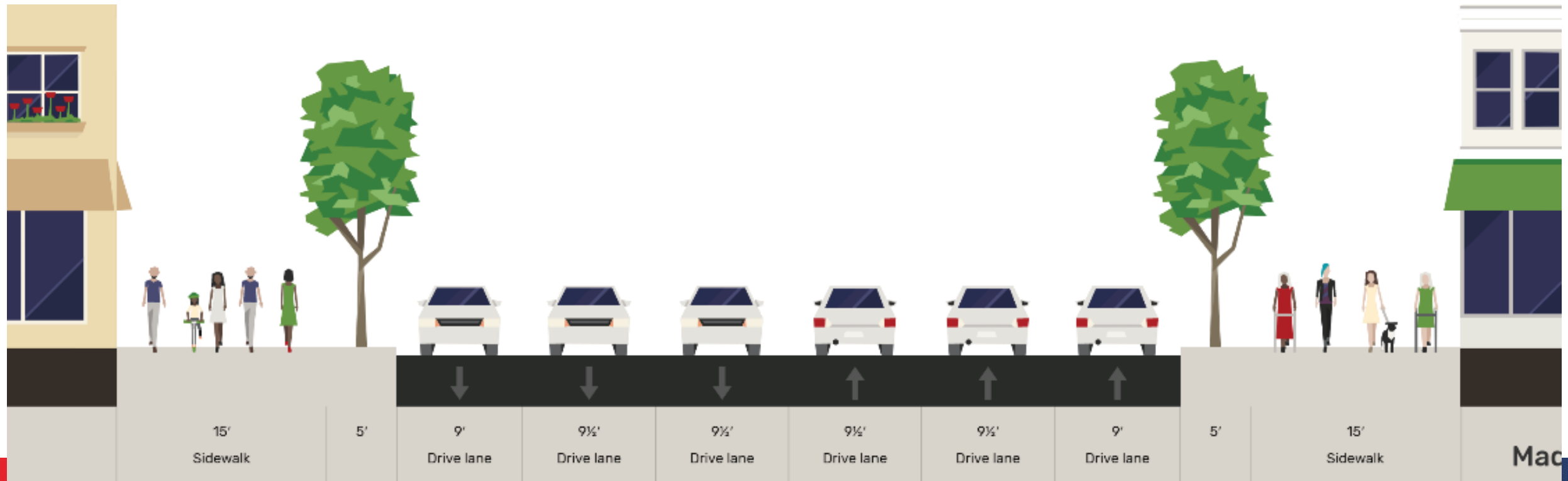
Existing Conditions: 14th to 13th St NW

- 40' wide
- 4 peak travel lanes and off-peak parking
- 11,000 ADT in 2018

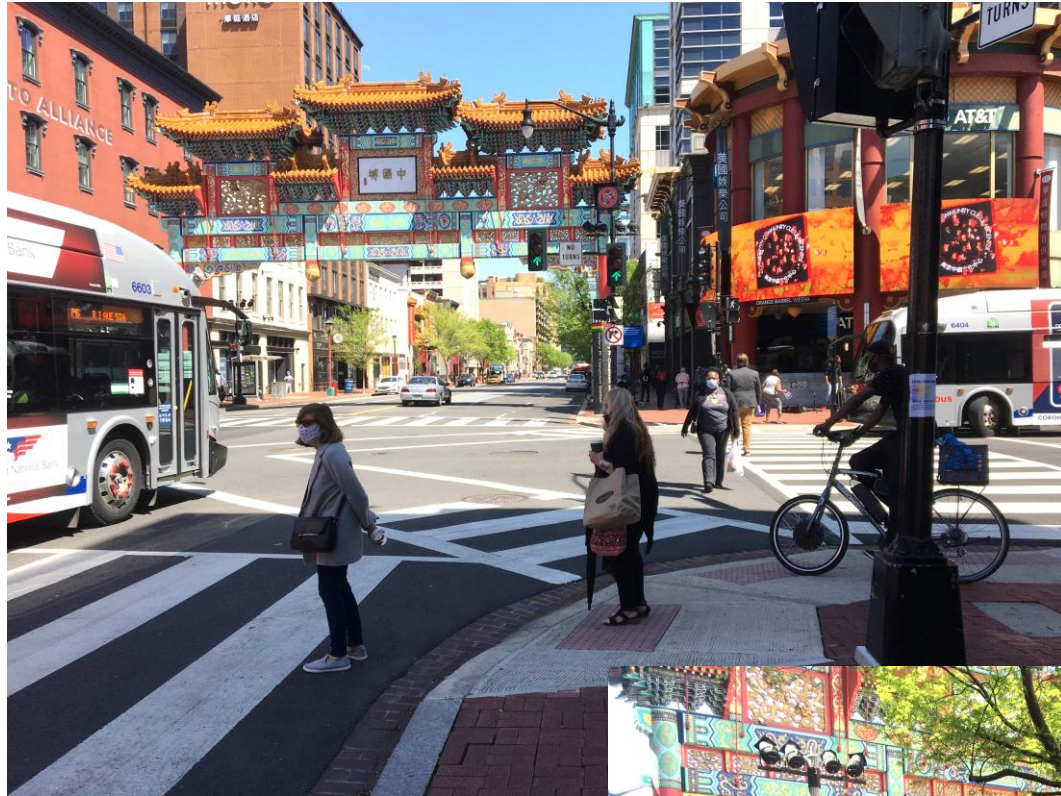


Existing Conditions: 13th to 5th St NW

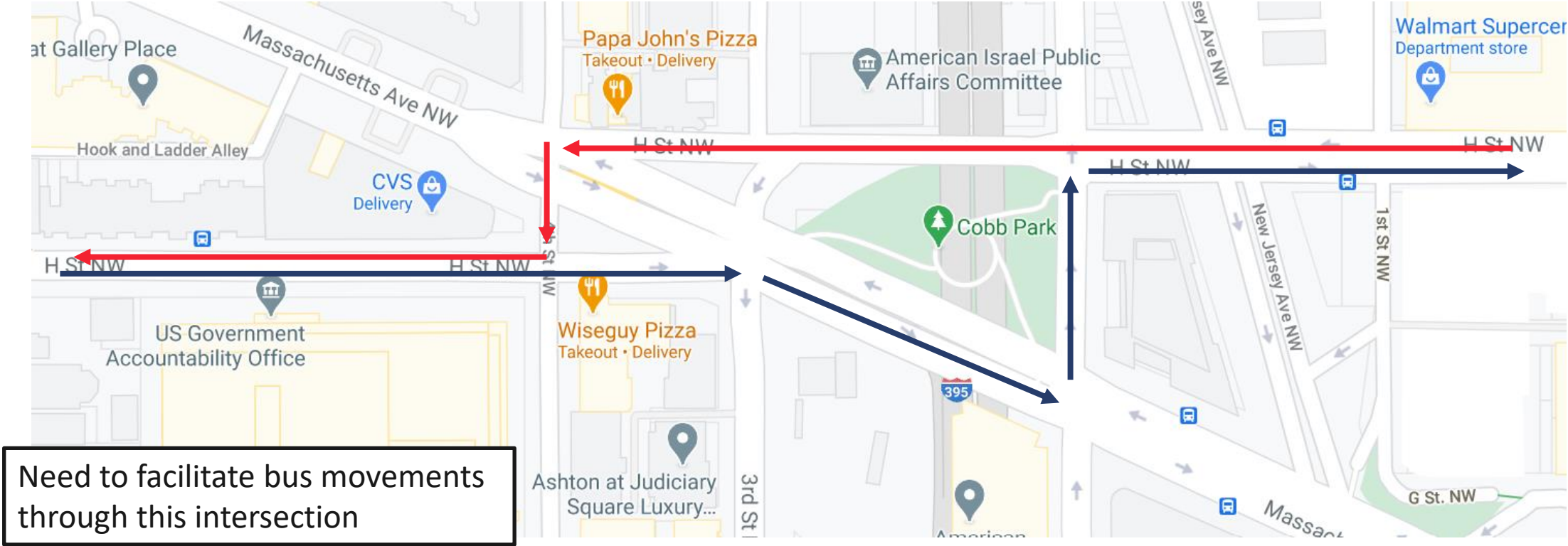
- 56' wide
- 6 peak travel lanes and off-peak parking
 - 4 lanes and full-time parking 11th to 8th Street
- 13,000 ADT in 2018



13th to 5th St NW

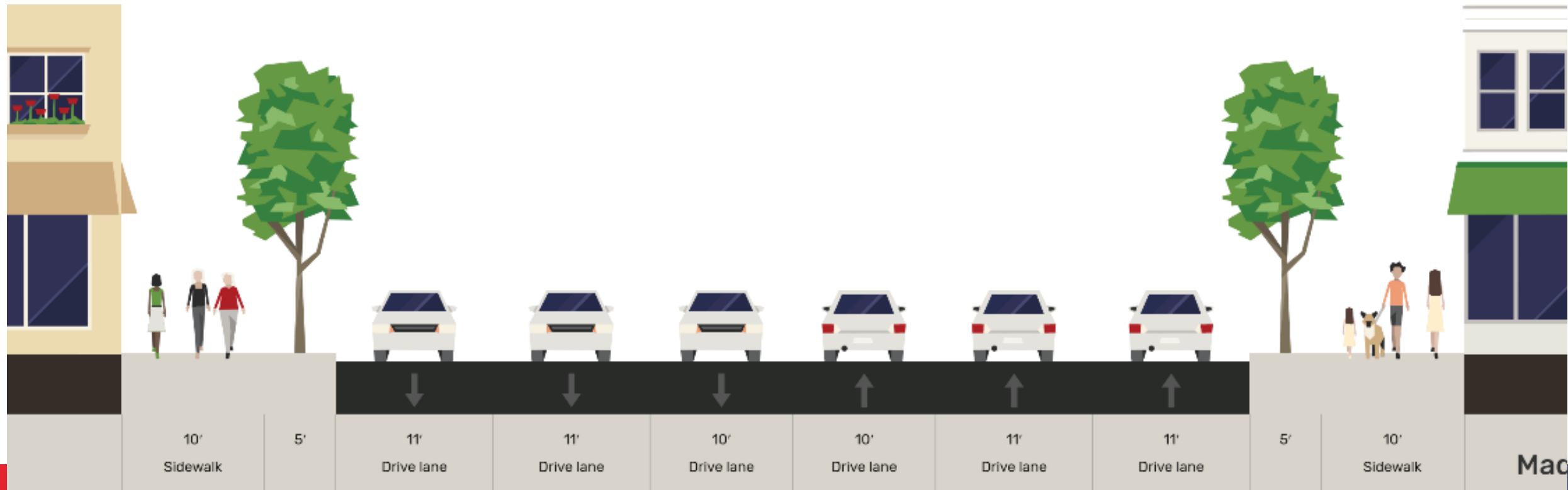


Massachusetts Ave NW Intersection Routing (existing)



Existing Conditions: 2nd St NW to North Capitol

- 66' wide 2nd to 1st St NW
- 64' wide 1st to North Capitol
- 6 peak travel lanes and off-peak parking



2nd St NW to North Capitol



Next Steps

- Provide comments and ideas to DDOT
 - Kindly requested by **May 31**
 - For example:
 - What is working well that shouldn't change?
 - What feels unsafe or inconvenient?
 - What would you like to be able to do differently in the future?
 - Do you have local or specific knowledge about how the street operates that can inform our plans?
- Development of concept alternatives
 - Based on data analysis, public feedback, and the Toolbox
 - Shared for feedback this summer

HOW TO PROVIDE FEEDBACK

Ideas? Questions? Comments?



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ddot.dc.gov/page/bus-priority

ddot.dc.gov/page/h-street-nw-bus-priority

Learn about other bus
priority projects, the
corridor network, and
the Toolbox



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District Department of Transportation



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